



Official Publication of the Idaho Transportation Department – Division of Aeronautics

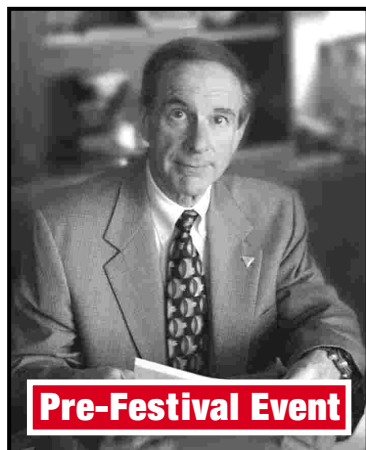


Winter 2004



Vol 50, Issue 1

# Aviation Festival set for March



**Pre-Festival Event**

## **Pilot Town Meeting**

with AOPA President  
Phil Boyer at 7:30 PM

**Thursday, March 11**

Phil Boyer is only the third full-time president in the 60-year history of the Aircraft Owners and Pilots Association, representing the 385,000-member AOPA. He is also president of the International Council of Aircraft Owner and Pilot Associations, which represents 55 national AOPA organizations and 400,000+ pilots around the world.

He is a 6,000-hour instrument- and multiengine-rated pilot, with 33 years of flying and 15 years as an aircraft owner.

Phil began his career in the Broadcasting Industry having held regional and national Senior VP and GM positions for ABC Television. He is the past chapter president of the American Bonanza Society and past president of the Sacramento Valley Pilots Association.



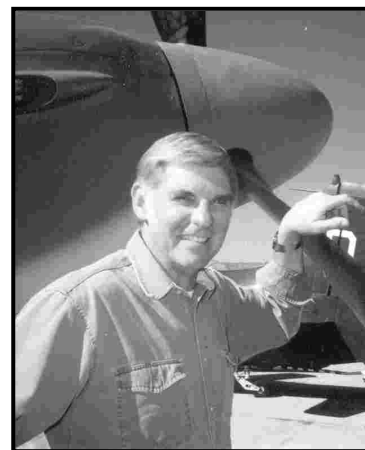
## *Aviation Festival*

**March 12-13, 2004  
Boise, Idaho**

**For the most  
up-to-date  
information:**

[www2.state.id.us/itd/aero/  
aerohome.htm](http://www2.state.id.us/itd/aero/aerohome.htm)

**Call Tammy Schoen  
at 208-334-8776, or E-mail:  
tschoen@itd.state.id.us**



## **Banquet Speaker**

Dick Rutan at 7:00 PM

**Saturday, March 13**

In the Voyager aircraft with Jeanna Yeager, Dick Rutan was the first to fly around the world nonstop without refueling. Currently he is flying the first rocket-powered experimental aircraft called a Long EZ.

Dick is a National Aviation Hall of Fame Inductee. He received the Louis Bleriot Medal from Federation Aeronautique Internationale and is a recipient of the Presidential Citizen's Medal of Honor.

Dick is a decorated combat veteran with the following distinctions:

- 325 Combat Missions in Viet Nam
- Silver Star
- 5 Distinguished Flying Crosses
- 16 Air Medals
- Purple Heart

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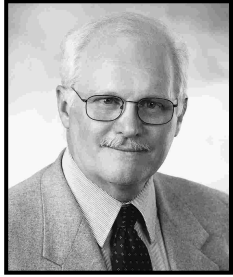
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# From the Administrator:



Since I'm writing this article on December 15, 2003, for an issue of **Rudder Flutter** that will be published after the holiday season, wishing everyone happy holidays is belated but none-the-less sent with warmth and sincerity.



Governor Kempthorne proclaimed December, 2003, as "Centennial of Flight Celebration Month" in Idaho. Today is December 15 and in two days we will celebrate the 100<sup>th</sup> anniversary of the Wright brothers' historic 12 second powered flight at Kill Devil Hills in Kitty Hawk, NC. For those of us who live and breathe aviation, and work directly in the industry, we have an elevated sense of the Wright brothers' accomplishment and the impacts that event has generated.

I believe this event, and the developments that followed, are key ingredients that have shaped the world in which we live. Consider such feats as moving the mail, the rapid transport of people and goods, outcome of wars, civil defense, and the social and commercial advancements made because of space travel. Aviation has been a catalyst for economic growth and has had a penetrating influence on the quality the lives of people throughout the world. Today, Idaho is truly part of the world economy as small communities are able to conduct

global commerce by linking these communities with population, manufacturing and cultural centers around the globe. The airplane and aviation industry has developed into something that touches nearly every aspect of our lives.

I feel very fortunate to be a part of this industry.

You may recall an article I wrote in the last issue of the **Rudder Flutter** concerning the U.S. Forest Service's (USFS) issuance of the Final Environmental Impact Statement (FEIS) regarding four back country airstrips (Vines, Dewey Moore, Simonds and Mile-Hi). The FEIS included five alternatives for managing these four airstrips located in the Frank Church - River of No Return (FC-RONR) wilderness. The USFS asked for public comment on the FEIS. Along with the **Rudder Flutter** article and the efforts of Bob Patrick, President of the Idaho Aviation Association (IAA), hundreds of you responded. The results were four to one in favor of maintaining the airstrips for public use.

Bob Patrick and I, along with several IAA members, met with the Payette Forest Supervisor on December 2 to find out where the USFS was in the review and decision process. At that meeting we learned that their decision had already been made and the Record of Decision (ROD) was signed on November 20. This came as a surprise to all of us. We then learned that their decision

was to maintain the airstrips as "Emergency Use Only," which is not new. However, they took the additional and unusual step of defining "Emergency Use Only" as "no planned flights."

We are vehemently opposed to this decision and believe it to be tantamount to closing these airstrips. After many calls between my office, members of the Congressional Delegation for Idaho and the AOPA, I finally received a return call from the Region 4 Regional Forester (RF). The next day I held a conference call with the RF and Bob Patrick. We had a very pleasant conversation, during which we discussed the impacts of this decision and our concerns. The RF stated that the USFS intended to give something to the aviation community through maintenance of these airstrips. The conference call also provided new information that the USFS did not have prior to making their decision. However, our only available option to change the ROD is by appeal. Our intent is to build the necessary support within the State and file a timely appeal of the ROD.

Stay tuned . . .

**Bob Martin**  
ITD Aeronautics Administrator



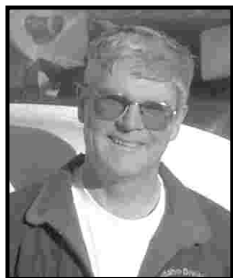
# Radio Chatter

By: Frank Lester, Safety/Education Coordinator

## Reflections:

When the year draws to a close (in spite of the fact that you won't read this until some time in February), it is always good time to step back and reflect on what has happened over the preceding 12 months. Often, we become entangled in the minutia that seems to drive our daily lives and we fail to see the work performed by those around us; those on whom we often depend for our own success. In particular, I would like to express my deepest gratitude to the Warhawk Air Museum for their continuing support of our annual Aviation Career Education (ACE) Academy. They have been one of our staunchest supporters and an important reason that the ACE Academy has been so successful but whose thanks is long overdue.

They were the first organization to offer a scholarship, the John Hubler Memorial Scholarship, giving a needy student the opportunity to attend the academy. The day of the student navigation flights, the Warhawk graciously opens their facility and provides a free morning with tour guides for the students as they gather after their flights. Through their education programs and museum events, the museum encourages many young people to learn about the benefits of aviation. We are fortunate to be associated with the Warhawk Air Museum. Our hats are off to the dedicated and hard-working museum staff and volunteers, and our heartfelt thanks to the Hubler Family and Sue Paul for their assistance in making this event so successful.



## One Million Young Eagles Flown!

We wish to congratulate the Experimental Aircraft Association's (EAA's) Young Eagles Program for reaching its goal of giving 1 million young people a free demonstration airplane flight by the centennial of the Wright brothers' first flight, December 17, 2003. Andrew Grant, a 15-year-old high school sophomore from German Valley, IL., was registered as Young Eagle No. 1,000,000 when he received his introductory flight on Oct. 25, 2003. Grant and his family, and his pilot, were invited to Kitty Hawk, N.C., to attend EAA's Countdown to Kitty Hawk. The Young Eagles Program was created in 1992 and, according to EAA President Tom Poberezny, the program will continue after the December 17 festivities.

The program has indeed become a major activity for EAA Chapters and local airports. During our own Family Fly-In last August, members of EAA Chapter 103, from Nampa, Idaho, organized a Young Eagles program. Coordinated by Ed Dickman, chapter members flew 110 flights over three days, issuing 92 Young Eagle Certificates. Organized on relatively short notice, the flights were the most successful community event of the entire weekend. Youth from as far away as Australia, South Africa, and Holland, as well as all corners of the United States participated, making the success even more extraordinary. I offer a hearty tip of the cap to Chapter 103 members Ed Dickman, Lee Hersh, Terry Black, Dennis Scifres, Clarence Myhre, Luke Connolly, Richard Smith, and Dale Alexander, as well as all members of the EAA for an outstanding job well done. We are grateful for their assistance in making the Family Fly-In so successful as well

as for the success of the Young Eagles Program.

## ... and into the New Year

The AOPA's Airport Support Network (ASN) is looking for volunteers at several Idaho airports including: Pan Handle Rotor and Wing, Burley Municipal, Gooding Municipal, Buhl Municipal, and Driggs/Reed Memorial. If you wish to nominate a volunteer or volunteer yourself, visit <http://www.aopa.org/asn/asn-form.html> for more information.

**DON'T FORGET!**

**Pilot Town Meeting**

Featuring  
AOPA President Phil Boyer

**Boise Centre-on-the-Grove**

**7:30 PM, Thursday**

**March 11, 2004**

**AND the 12th Annual**



**Aviation Festival**

**March 12 -13, 2004**

**SEE YOU THEN!!!**



# Airport Maintenance

By: Mark Young, Airport Maintenance Manager



Old Time Aircraft Fly-In Cavanaugh Bay, July 2003

## Cavanaugh Bay Fly-In's

Organized fly-ins at Cavanaugh Bay are increasing in numbers ever so

slightly. Allen Lieske, airport caretaker, reports that inquiries for use of the airport for fly-ins have increased.



However, prior to publishing information regarding a fly-in, please coordinate with the Division of Aeronautics to avoid conflicts with

other groups already scheduled for the same time period.

This will allow us to inform callers of camp site availability during these weekends and we can also help publicize your event by placing it in the Rudder Flutter and on our web site.

The Division of Aeronautics would like to encourage groups or organizations to hold fly-ins at Cavanaugh Bay. Not only is there amazing scenery and incredible

fishing and hiking opportunities, there are quality restaurants and lodging within close proximity to the airport.

Those interested in participating in planned fly-ins may also contact us directly for the dates of events or check our events calendar at <http://www2.state.id.us/itd/aero/aerohome.htm>.

Please contact Mark Young at 208-334-8775 to coordinate the dates for your upcoming get-togethers or Tammy Schoen at 208-334-8776 to get an event posted on the web site.



**Transportation Security  
Administration**

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(866) 427-3287**

**Airport Security  
Hotline**

Report all suspicious  
activity to the  
National Guard  
at 1-800-832-1985





# Aviation Medical Matters

## Owner Assisted Medicals

By Mike Weiss, M.D., AME, CFII and Paul Collins, M.D., AME

We are all familiar with the concept of owner-assisted annual inspections for our airplanes. It is a good way to familiarize yourself with the workings of your aircraft as well as to save a bit of money and time. We often make a "squawk" list before the annual and get a summary from the A&P of things we need to watch out for. Well the medical that we get can be approached in the same manner and for some of the same reasons.

As you approach the expiration date of your medical certificate, it is a good idea to inventory any "squawk" that will need attention and to prepare for the appointment in advance. Have there been any changes in your health? Have you had surgery? Has a new condition been diagnosed? Have you started taking any new medicines? Go to your personal physician and get

copies of your records, lab tests, x-ray reports and anything else you might need to document your diagnosis and how you have responded to any treatment. Make sure they are up-to-date. If you have problems with blood pressure or sugar get it under control and bring the results of the periodic checks to document that control. These documents must be submitted with your application to avoid an unnecessary delay in approval.

Avoid coffee, decongestants, cigarettes or any other stimulants prior to the exam since they can raise your blood pressure. If you have a family history of diabetes, avoid concentrated sugar before the exam as it may cause your urine to test positive for sugar.

- Bring a list of all the medications you take on a regular basis,

both prescription and over-the-counter.

- Bring your SODA (Statement of Demonstrated Ability, e.g. Color blindness).
- Bring your glasses (get your prescription updated, especially if you want a class One or Two, which require 20/20 corrected in each eye).
- If you have a Special Issuance (like a prior heart attack), bring all the records and test results specified by the FAA.

Finally, arrive early to complete all the paperwork. Make sure you know the full names, addresses and dates of any medical care in the past three years.

These simple preparations will make the aviation medical exam more likely to "fly."

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## Notes from the Idaho Airport Manager's Association

By: Curt Hawkins, IAMA President

The Idaho Airport Managers Association (IAMA) had an excellent meeting in Sun Valley in October. The event was very well attended including folks from the FAA in Seattle, the Idaho Department of Commerce, Idaho Department of Transportation, the Idaho Legislature and representatives from Idaho's congressional delegation.

A couple of themes ran through the meeting:

1. **Funding for the Division of Aeronautics and its impact on the economy of Idaho.**

Grant program funds have decreased. Ideas were discussed regarding distribution of funds and what can be done to increase the

funding to support grants for airports and ensure the distribution of these funds is fair and equitable.

**See IAMA Notes**

**Continued on page 10**



# Calendar Year 2003 Idaho Safe Pilot Program

(Please print all information clearly)

Name: \_\_\_\_\_ Phone: \_\_\_\_\_

Mailing Address: \_\_\_\_\_ Email: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Are you a registered Airman? Yes \_\_\_\_\_ No \_\_\_\_\_ Idaho Airman Registration No.: \_\_\_\_\_

Date of Last Physical: \_\_\_\_\_

FAA Certificate No: \_\_\_\_\_

Certificate Type: ☐ Student ☐ Private ☐ Commercial ☐ ATP ☐ Other: \_\_\_\_\_

Date of original Private Pilot Certificate: \_\_\_\_\_ Total flying time as of 12/31/03: \_\_\_\_\_ Hrs.

Ratings: ☐ Single Engine ☐ Multi-Engine ☐ Seaplane ☐ Glider ☐ CFI ☐ CFII ☐ Helicopter

Other: \_\_\_\_\_

Have you participated in the Idaho Safe Pilot Program before? Yes \_\_\_\_\_ No \_\_\_\_\_ Last Pin Received: \_\_\_\_\_

If yes, the last year you participated in the program was \_\_\_\_\_

If you have over 10,000 hours, have you received a 10,000 Hour pin? Yes \_\_\_\_\_ No \_\_\_\_\_

## Calendar Year 2003 Flying And Training Activity

Safety Seminar - Date: \_\_\_\_\_ Location: \_\_\_\_\_ Topic: \_\_\_\_\_

**(MUST ATTEND AT LEAST ONE SAFETY SEMINAR PER YEAR)**

Total **Pilot-In-Command** time during 2003: \_\_\_\_\_ Hrs.

**Certificate/Rating Upgrade** - Type: \_\_\_\_\_ Date: \_\_\_\_\_ Location: \_\_\_\_\_

**Dual** Received: \_\_\_\_\_ Hrs.

**Biennial** Flight Review - Date: \_\_\_\_\_ CFI: \_\_\_\_\_

Instrument **Proficiency** Check - Date: \_\_\_\_\_ CFI: \_\_\_\_\_

**Simulator** Check - Date: \_\_\_\_\_ Location: \_\_\_\_\_

**Wings** - Level: \_\_\_\_\_ Date Completed: \_\_\_\_\_

NOTE: By signing this form the applicant verifies that the flying activity and ground training required to qualify for the Safe Pilot Program award has been accomplished. Additionally, it is an affirmation that the applicant **has not been involved in an aircraft accident or been subject to FAA certificate action** during the year.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Mail to: Idaho Division of Aeronautics, 3483 Rickenbacker St., Boise, ID 83705

**NO LATER THAN APRIL 1, 2004**



# False Alarms

By: **Tim Henderson, Director of Maintenance, Idaho Division of Aeronautics**

Everyone has heard the story of the boy who cried wolf. In Search and Rescue, we have a very similar situation involving ELTs (Emergency Locator Transmitters).

The ELT is a wonderful device designed to provide a timely response to a critical, potentially life-threatening, situation. However, most ELT activations are false alarms, whereas most actual emergencies result in no activation of the ELT. As backward as this may seem, it is true. Most of the ELTs the Division of Aeronautics searches for are false alarms; at least one incident per week throughout Idaho.

According to the National Search and Rescue School in York Town, Virginia, "98% of ELT signals received by AFRCC (Air Force Rescue Coordination Center) are non-distress." They are the result of "hard landings, mishandling (falling off shelves, being tossed into car trunks), maintenance (battery problems), and vandalism." As search coordinators for the Division, we have found activated ELTs in the post office, UPS trucks traveling down the highway, freight trains traveling across the state, city dumps, snowmobiles and aircraft on trailers, as well as in airplanes in hangars, maintenance shops, and parked on the ramp. Occasionally, we will get a non-distress signal in an airborne aircraft.

There are only two ways to automatically activate an aircraft search: overdue flight and activation of an ELT. Of course we all file flight plans, don't we? But, how many of us check our ELT for activation after landing or after we have maintenance

performed on our aircraft or ELT? It only requires a few seconds to tune the aircraft radio to 121.5 and listen, or, in the case of a new ELT installation, check the panel mounted light (required by the latest TSO).

## **False alarms are a serious matter.**

They can mask real distress signals. The Division of Aeronautics treats every ELT incident as an emergency until it is determined to be otherwise and will initiate our search procedures. A search is always an emergency. Searching for false ELT signals depletes limited private funds, state funds (your Airman Registration fees), federal funds (Civil Air Patrol) and other resources reserved to search for missing or downed aircraft or airmen.

The FCC has their own rules and regulations: Subpart G, 47 CFR 80.311 and 80.332 provide for fines ranging from \$10,000 to \$25,000 for non-distress activation of an ELT, or knowingly transmitting a false or hoax distress signal.

It does not have to come to that. With your assistance, we can make this system work more efficiently by reducing false activations and ensuring that our limited resources are available for the real emergencies. Here are a few simple tips that will help prevent a false alarm:

1. On every flight, check your ELT as part of your pre-flight and post flight duties (listen up on 121.5).
2. If your ELT is not installed in the aircraft, disconnect the battery (we have had ELTs go

off in spite of the fact that the switch is in the OFF position).

3. After changing the battery and reinstalling the ELT in your aircraft, be sure to check for activation (See step 1 and remember, the FARs require you to change the battery again if it transmits for more than one hour).
4. If shipping your ELT, disconnect the battery and temporarily mark on the outside of the ELT that the battery has been disconnected.
5. When disposing of an old ELT, remove the battery.

Remember, a search is always an emergency, and an ELT signal automatically activates the statewide and national search and rescue systems.

**Due to rising cost,  
we are actively seeking  
Festival Sponsors.**



**Aviation Festival**

**If you are interested,  
please contact:**

Tammy Schoen at 208-334-8776  
or 1-800-426-4587, or email:  
[tschoen@itd.state.id.us](mailto:tschoen@itd.state.id.us)



# Calendar of Events

Email or fax your organization's event information for inclusion in the Rudder Flutter Event Calendar.  
See page 9 for more information.

## FEBRUARY

- 17 Safety Seminar, Bonners Ferry, John Black, Spokane FSDO, 800-341 2623
- 20-21 Flight Instructor Refresher/Pilot Safety Clinic, Boise, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587/208-334-8776

## MARCH

- 11 **Pilot Town Hall Meeting**, Phil Boyer, AOPA President, Boise Centre-on-the-Grove, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587/208-334-8776
- 12-13 **Idaho Aviation Festival and Safety Conference**, Boise Centre-on-the-Grove, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587/208-334-8776

## APRIL

- 9-10 Flight Instructor Refresher/Pilot Safety Clinic, Boise Airport Holiday Inn, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587

## JUNE

- 4-6 River-of-No-Return Mountain Flying Clinic, Challis, Bob Plummer, 208-879-5900
- 18-20 Garden Valley Fly-In, Cessna 180/185 Club, Jim Davies, 208-462-5204
- 28-30 Aviation Career Education (ACE) Academy, Boise, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587/208-334-8776
- 29 to July 2 McCall Mountain/Canyon Flying Seminar, McCall, Lori MacNichol, 208-634-1344

## JULY

- 6-9 McCall Mountain/Canyon Flying Seminar, McCall, Lori MacNichol, 208-634-1344
- 13-16 McCall Mountain/Canyon Flying Seminar, McCall, Lori MacNichol, 208-634-1344

## AUGUST

- 13-15 18<sup>th</sup> Annual Northwest Mountain Family Fly-In, McCall, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587

## OCTOBER

- 22-23 Flight Instructor Refresher/Pilot Safety Clinic, Idaho Falls, Idaho Division of Aeronautics, Tammy Schoen, 800-426-4587 **(Tentative)**





# The Warhawk Air Museum

By: **Sue Paul, Executive Director, Warhawk Air Museum**

The Warhawk Air Museum had a memorable December because of the anniversary of the Wright Brother's first flight. Our Education Directors, Lili Saum and Kellie Dean, visited schools throughout the Treasure Valley, taking our special Anniversary of Flight program into the classroom. Dressed in costumes, they had a wonderful experience teaching kids about the Wright Brothers and their incredible contribution to mankind. This project was funded by the Gannett Foundation.

**December 7th:** The museum honored the 1941 attack at Pearl Harbor and America's entry into WWII. The Nampa Police Department performed Color Guard duties in honor of our veterans, volunteers gave tours of the museum each hour, and members of the Pearl Harbor Survivors spent the day talking to visitors.

**Veterans History Project:** This project is keeping us very busy. We have interviewed over 30 veterans

from different wars and are averaging six new interviews a month. The veterans have been pilots, P.O.W.'s, Navy, Marines, Army, American farmers, U.S.O. officers, and many more. I consider this project one of the Warhawk Air Museum's most important, providing a living memorial to American veterans. Please call if you are interested in being interviewed, volunteering with our project, or to give us the name of someone you think should be interviewed. This is a national effort to preserve our country's history and we should all feel proud to do our part.

**Goodyear FG-1D Corsair:** A beautifully restored WWII Corsair is on display at the museum through the winter. The fighter belongs to Gary Kohs of Michigan. It was restored by John & Nancy Lane, owners of Airpower Unlimited, Jerome, Idaho. John put in 17,000 hours of restoration time and the airplane has been awarded the 2003 EAA Oshkosh Grand Champion and

the 2003 Reno, Rolls-Royce Heritage "People's Choice" awards. Be sure to come by and see it this winter!

## **Museum info:**

Winter hours October 15 - April 15  
Tuesday - Friday, 10 AM - 4 PM, and  
Saturday, 10 AM - 5 PM  
(closed Sunday and Monday)

Admission: \$5 General, \$4 Seniors  
65yrs+, \$3 kids 4-9

Telephone: (208)465-6446

Website: [warhawkairmuseum.org](http://warhawkairmuseum.org)

E-mail:

[suepaul@warhawkairmuseum.org](mailto:suepaul@warhawkairmuseum.org)

The **Rudder Flutter** is published by the Idaho Division of Aeronautics, Office of Safety and Education. Articles appearing in this publication are the opinion of the writer and do not necessarily represent the views of the Staff, the Administrator, or the Department. All reasonable attempts are made to ensure the accuracy of the articles contained herein. The **Rudder Flutter** is scheduled for publication by the 15<sup>th</sup> of January, April, July, and October. Submissions for publication in a particular issue are due in this office 30 days prior to the publication date of that issue.



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**Aeronautics Administrator** Robert Martin

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# ***Come Join the Fun!***

## ***July 28-30, 2004***

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- ***Rocky Mountain College***
- ***Warhawk Air Museum***

**Contact Idaho Division of Aeronautics to apply!  
Contact Tammy Schoen, 208-334-8776, 800-406-4587, or  
E-mail: [tschoen@itd.state.id.us](mailto:tschoen@itd.state.id.us)**

## **IAMA Notes**

**Continued from page 5**

2. Closure of smaller airports in Idaho has been mentioned before. If this were allowed to happen, it would cause a "ripple effect" throughout the aviation community in the state of Idaho and would impact everything. We need to do whatever is necessary to keep that from happening. Every airport/airstrip, no matter how small/large, is important to the economy and to the aviation community.

Those of us in IAMA are willing to work hard to increase our visibility in the community. We want people to know just how valuable aviation is to our local economies.

New officers were elected: President, Curt Hawkins, Airport Manager in Caldwell; Vice President, Rick Baird, Airport Manager in Hailey; and Secretary/Treasurer, Lisa Emerick also from the Hailey Airport.

We plan to have an IAMA meeting next spring in North Idaho, possibly Lewiston. If we are to increase our strength in the community, we must increase our membership and involve aviators.

Our annual meeting will be in Sun Valley on Thursday, October 21, 2004, with a golf scramble on Friday.



# Crumpled Aluminum

**By: Robert C. Shields, Boise AFSS Support Specialist**

To answer the question - "Why is Flight Service writing about aircraft accidents?" - it is necessary to know that Flight Service does much more than provide weather briefings. Most of what we do is behind the scenes work, such as: providing direction finding services; keeping an eye on navigational aids; formatting, issuing, and tracking NOTAMs; monitoring active VFR flight plans; conducting search and rescue operations and gathering and reporting facts for aircraft accidents. It's the search for and rescue of aircraft and the reporting of facts that brings us into aircraft accidents.

This year, from January 2 to September 30, there were sixty reported aircraft accidents in Idaho. Fifty-three did not receive any flight services from the Boise Automated Flight Service Station (AFSS). Nearly all the fatalities were among these 53 accidents. For the same time period, Boise AFSS filed 26,898 flight plans and provided 34,654 weather briefings.

I don't believe there is a mystical connection between a safe flight, getting a weather briefing and filing a flight plan. I do believe that pilots who take the responsibility of their command seriously by following checklists and procedures - carefully, every time, omitting nothing - have safer flights than pilots who do not. Knowing the weather along the flight route is not only part of every good checklist and procedure, it is an unequivocal example of common sense.

Flight plans are a fundamental part of good checklists and

procedures. They are like seatbelts, a bit of a hassle until you need them. A study determined the average time it takes to find an aircraft that has activated a flight plan with Flight Service and subsequently had an accident is three hours from the time Flight Service is notified. For an aircraft that has not filed a flight plan with Flight Service, the time mushrooms to an astounding three days. This alone is sufficient reason for you to file a flight plan with Flight Service on every flight, regardless of the length.

You may ask, "What about other flight plans?" Every Flight Service controller can tell you about the heartache these other flight plans can cause. When the phone rings and a distraught voice says their spouse or boss was due in that day and hasn't arrived yet, that ache begins.

Usually the caller doesn't know when the plane departed or the specific route the pilot intended to fly or if the pilot planned to stop en route, nor do they know how much fuel was on board or the planned altitude. Amazingly, the caller frequently doesn't know the aircraft's tail number, type, or if there were passengers. The worst part of this all too-common scenario is that the call comes hours after Flight Service would have begun looking for that aircraft had it filed a flight plan; and the search is further hampered by the lack of factual information. As controllers, we are very good at handling this problem. We train for and deal with this situation often. On a personal level, we empathize with the families and business associates of the lost pilots, who are just coming

to realize how little they know about such an important event; thus the heartache.

The Boise Flight Service station is open twenty-four hours a day, seven days a week, and three hundred sixty-five days a year. The service we provide is free and in Idaho we enjoy very few times where our telephone lines are so busy that a pilot has to wait more than a minute or two for a briefer.

You can reach the Flight Service Station in any state by calling 1-800 WX BRIEF (992-7433) or you may call, toll free, directly to the Boise AFSS from anywhere in the country at 1-866-258-9068. From dial-up to hang up, it takes no more than ten minutes to get a standard weather briefing and file a flight plan with Boise Flight Service. The only question now is, "Is it worth investing ten minutes to stay in the group of 26,891 safely conducted flights?"

## **Attend the Flight Instructor Refresher/ Pilot Safety Clinic**

**February 20 & 21**

**OR**

**April 9 & 10**

**at the Boise Airport Holiday Inn**

For more information, go to the Division of Aeronautics' website:

**[www2.state.id.us/itd/aero/aerohome.htm](http://www2.state.id.us/itd/aero/aerohome.htm)**

or contact Tammy Schoen  
at 208-334-8776 or  
1-800-426-4587, or email:  
**[tschoen@itd.state.id.us](mailto:tschoen@itd.state.id.us)**



**Idaho Division of Aeronautics**  
**3483 Rickenbacker / PO Box 7129**  
**Boise, ID 83707-1129**



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**Aviation Festival**

## **12th Annual Idaho Aviation Festival**

### **Schedule of Events**

(Subject to change – check website for up-to-date information)

#### **DAILY ACTIVITIES:**

- \* Tradeshow
- \* IA Renewal Seminars
- \* FAR Part 135 Training
- \* Safety and General Interest Seminars
- \* Teacher Aviation Workshop
- \* Demonstrations throughout the day

#### **THURSDAY, MARCH 11:**

- \* Vendor move in after 1:00 PM
- \* Pre-Festival Event – Pilot Town Meeting  
with Phil Boyer

#### **FRIDAY, MARCH 12:**

- \* Kickoff Luncheon
- \* High School Career Forum
- \* Aeronautics Advisory Board Meeting

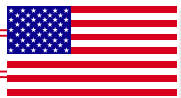
#### **SATURDAY, MARCH 13**

- \* LIFT - Elementary School Aviation Workshop
- \* IAA Annual Meeting and Luncheon
- \* Banquet with Dick Rutan

#### **For further information:**

**[www2.state.id.us/itd/aero/aerohome.htm](http://www2.state.id.us/itd/aero/aerohome.htm)**

**Tammy Schoen at 208-334-8776 or 1-800-426-4587, or email: [tschoen@itd.state.id.us](mailto:tschoen@itd.state.id.us)**





Aviation Festival

# 12th Annual Idaho Aviation Festival

**March 12-13, 2004**  
**Boise Centre-on-the-Grove**  
**Boise, Idaho**

## FOR OFFICE USE ONLY

PAID: \_\_\_\_\_  
Amount: \_\_\_\_\_  
Check #: \_\_\_\_\_  
Cr. Card: \_\_\_\_\_  
Cash: \_\_\_\_\_  
Hotel: \_\_\_\_\_  
No. of Nights: \_\_\_\_\_  
# of People: \_\_\_\_\_

Name(s) for Badge(s): \_\_\_\_\_

Company: \_\_\_\_\_ Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: (\_\_\_\_) \_\_\_\_\_ FAX: (\_\_\_\_) \_\_\_\_\_ CELL: (\_\_\_\_) \_\_\_\_\_

E-MAIL: \_\_\_\_\_

Are you a vendor? ☐ Y ☐ N Booth Space #: \_\_\_\_\_

Workers (please give names for badges): \_\_\_\_\_

### I WILL BE ATTENDING THE FOLLOWING FUNCTIONS:

	Price	# of People/Items	TOTAL
Pilot Town Meeting with Phil Boyer ( <b>Pre-Festival Event</b> - Thursday, 3/11/04)	NONE		
Entire Festival (all seminars, Kickoff Luncheon, Saturday Banquet) <b>ON or BEFORE 3/10/04</b>	75.00		
Entire Festival <b>AFTER 3/10/04</b>	85.00		
Seminars only (all seminars including IA renewal and Part 135 Training) ____ Friday only ____ Saturday only	30.00		
Meals Only – Kickoff Luncheon 3/12/04 (please give # of each type of meal needed) ____ Chicken ____ Beef ____ Vegetarian	15.00		
Meals Only – Banquet 3/13/04 (please give # of each type of meal needed) ____ Chicken ____ Beef ____ Vegetarian	25.00		

### I WISH TO PURCHASE:

T-shirt <input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL <input type="checkbox"/> 2XL	10.00		
Pin	5.00		

**TOTAL AMOUNT DUE**

### PAYMENT OPTIONS

**Checks** – Make payable to: **IDAHO AVIATION FESTIVAL**

Mail to: **3483 Rickenbacker St., Boise, ID 83705**

**Credit Card** – Name as it appears on card: \_\_\_\_\_

Card Number: \_\_\_\_\_ Expiration Date: \_\_\_\_\_

### HOTEL RESERVATIONS – Please make Reservations **DIRECTLY** with Hotels

(Mention that you are with the “**Idaho Aviation Festival**” for your discounted rate)

**For more information, call: 208-334-8776 OR 1-800-426-4587**

**OR contact Tammy Schoen @ [tschoen@itd.state.id.us](mailto:tschoen@itd.state.id.us)**

**CANCELLATION FEE OF \$25 AFTER MARCH 1. NO REFUNDS AFTER MARCH 10.**